

**City of Hayward  
777 B Street  
Hayward, CA 94541**

**Council's Airport Committee Meeting**

**Thursday, April 28, 2005  
5:30 p.m.  
Work Session Room 2A**

**A G E N D A**

**5:30 p.m. Call to Order - Pledge of Allegiance**

Public Comments: (The PUBLIC COMMENTS section provides an opportunity to address the Committee on items listed on the agenda, as well as other items of interest. The Committee welcomes your comments under this section, but is prohibited by State law from discussing items not listed on the agenda. Your item will be taken under consideration and referred to staff.)

- 1. Approval of January 27, 2005 Summary Minutes**
- 2. Status Report Regarding Mitigation of Aircraft Emissions**
- 3. Information Report on Helicopter Study Working Group**
- 4. Flight Patterns of Major Bay Area Airports**
- 5. Future Agenda Items**

**Distribution:**

Mayor and City Council  
City Manager  
Assistant City Manager  
City Attorney  
Public Works Director

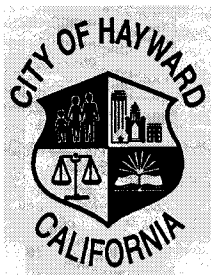
City Clerk  
FAA Tower Manager  
Airport Tenants  
FBO's  
Interested Parties

Daily Review  
Post

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Assistance will be provided to those requiring accommodations for disabilities in compliance with the Americans with Disabilities Act of 1990. Interested persons must request accommodation at least 48 hours in advance of the meeting by contacting the Airport Manager at (510) 293-8678 or TDD (510) 293-1590.

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AGENDA DATE 4/28/05

AGENDA ITEM 1

## **COUNCIL'S AIRPORT COMMITTEE**

Summary Minutes for January 27, 2005

### **CALL MEETING TO ORDER**

Council Member Henson called the meeting to order at 5:33 p.m. with Council Member Halliday and Council Member Quirk present.

**City staff:** Jesús Armas, City Manager  
Dennis Butler, Director of Public Works  
Brent Shiner, Airport Manager  
Ross Dubarry, Airport Operations Manager  
Jenny Donnelley, Admin Analyst I

<b>Members of the public present:</b>	John Kyle	Michael Coutches
	Howard Beckman	Robert Coutches
	Jim Altschul	Francis Coutches
	John Neath	Eric Gaillard
	Scott Briggs	

### **PUBLIC COMMENTS:**

John Kyle submitted his comments in writing to Council Members and City staff. Copies of Mr. Kyle's written comments are on file and available at the Airport's Administration Office. Howard Beckman questioned the validity of the model used for the Economic Benefit Study and referred to a letter he received from a tenant/builder on the Airport. John Neath asked about the construction project on the corner of Hesperian and Skywest Drive. City Manager, Jesús Armas informed Mr. Neath it was the Intertie Water Pump project involving the SFPUC (San Francisco Public Utilities Commission) and EBMUD (East Bay Municipal Utilities District). The project would tie the two water utility lines together during a state of emergency.

#### **1. Approval of Summary Minutes –October 28, 2004 Meeting**

Summary Minutes were approved as submitted.

## **2. Proposed Helicopter Arrival and Departure Procedures Study**

Airport Manager, Brent Shiner, presented the staff report recommending the City undertake a helicopter arrival and departure procedures study. The study, conducted by an outside consultant, would include the FAA, helicopter operators, and representatives of the Winton Grove and Longwood neighborhoods known as "the working group." The consultant will conduct a review of existing helicopter operations and meet with the "working group" taking into consideration their comments and input.

After soliciting proposals Airport staff found Coffman and Associates the most responsive to the City's needs. They have experience with these types of studies, they have experience working with the Airport, and they recently completed the Airport's Master Plan Update. The expected cost of this study will be less than \$55,000 and would take approximately four (4) months to complete. Discussion of the scope of the study followed.

Council Member Henson opened the discussion to public comments. Mr. Kyle expressed his concerns regarding the recommendation to contract with Coffman and Associates as the consulting firm on this project. Howard Beckman stated that just because there was a lack of complaints from San Lorenzo did not mean they were not bothered by helicopter noise. He added that moving noise around is not the solution. Airport Manager responded that all areas affected by helicopter noise would have an opportunity to express their concerns during the public meeting portion of the study. Further discussion ensued regarding the composition of "the working group." The City Manager suggested that thought be given to the size of the working group so that it could be addressed when presented to the full Council.

A motion was made and seconded to present staff's recommendation to City Council for approval.

## **3. Hangar Development and Construction Agreement with Hayward Hangars, LLC**

The staff report was presented by Airport Manager, Brent Shiner. As identified in the Airport's Master Plan and represented by over 350 names on the Airport's hangar waiting list there is a definite need to construct new hangars. Hayward Hangars, LLC was recently assigned the Dennis McDonald Leasehold on the Airport. Jim Altschul, president of Hayward Hangars, LLC, has been talking with the City regarding construction of new hangars on his leasehold. There may be some cost savings for the Airport if the City were to enter into an agreement with Hayward Hangars to build the City hangars in conjunction with the construction of their hangars. Council Member Quirk asked where the funding for the City's share would come from. Mr. Shiner stated that part of the funding will come out of existing Airport funds and the remainder would come from a state loan. Director of Public Works, Dennis Butler added that staff would come back to the committee for further direction when feasibility of the project was determined.

Discussion on this agenda item opened up to the public. Mr. Kyle expressed his concerns regarding the Economic Benefits Study. Mr. Jim Altschul, President of Hayward Hangars,

LLC introduced himself and commented on the importance of this project and expressed his appreciation to staff for their assistance in the past several months. Mr. Beckman asked whether airport operations have a positive impact on the financial health of the airport. Mr. Shiner stated that aircraft flying in, purchasing fuel, patronizing businesses on/near the airport have a definite positive impact on the airport and the surrounding communities. Economic impact is not based on the number of operations rather the type of operations. Responding to Council Member Halliday's question regarding the types of aircraft that would be based in the new hangars, Mr. Altschul stated that the majority of the tenants would be private owners and relative to the size of hangar, there may be some small jets in the larger style hangars. Smaller aircraft owners may utilize the larger hangars for multiple aircraft. Mr. Armas asked if staff had an idea of how many aircraft would be housed in the City and Hayward Hangar's new hangar project. Mr. Shiner noted that forty aircraft would be housed in the City's hangars and approximately forty more in the Hayward Hangars.

Council's Airport Committee concurred and approved further exploration of the cost effectiveness of this project.

#### **4. Approval of Meeting Schedule**

Discussion ensued regarding the October 27<sup>th</sup> date being on the same night of the Volunteer Dinner. The City Manager suggested that the Airport Committee meeting be held at Centennial Hall where the Volunteer Dinner is to be held and to begin the meeting a half hour earlier.

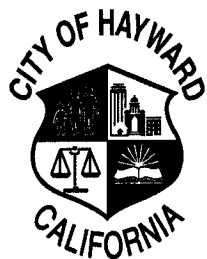
The dates of Thursday, April 28, Thursday, July 28 and Thursday October 27 as amended were approved.

#### **AGENDA BUILDING**

- Report and discussion regarding mitigation of aircraft emissions.
- Summary of Power Point presentation provided by the FAA's Northern California TRACON regarding flight patterns of major airports in the Bay Area.

#### **ADJOURNMENT**

The meeting adjourned at 6:29 p.m.



## **CITY OF HAYWARD**

### **STAFF REPORT**

AGENDA DATE 04/28/05

AGENDA ITEM 2

**TO:** Council's Airport Committee

**FROM:** Director of Public Works

**SUBJECT:** Status Report Regarding Mitigation of Aircraft Emissions

#### **RECOMMENDATION:**

It is recommended that the Council's Airport Committee review and comment on this report.

#### **BACKGROUND:**

As previously discussed with the Committee, Airport staff routinely experiences a number of public complaints regarding aircraft exhaust fumes. These are generally from residents of the Longwood/Winton Grove neighborhood located closest to the departure end of the City's longest runway (Runway 28L).

At its meeting of October 28, 2004, Council's Airport Committee discussed the subject of fumes from jet aircraft. This same topic was reiterated by Longwood residents during the City Council's community meeting held at Longwood Elementary School on November 30, 2004. Over the past several years, staff has informally compiled reports on these types of complaints. Data indicates that most objections are related to jet and turbo-prop aircraft that experience extended departure delays. During periods of low ceiling and/or low visibility, pilots may wait an extra 10 to 20+ minutes beyond their original departure time. This is due, in part, to the highly congested airspace over the Bay Area. Under a separate but related agenda item, Council's Airport Committee will also receive a presentation by FAA Air Traffic Management representative(s) regarding issues related to the overcrowding of Bay Area airspace.

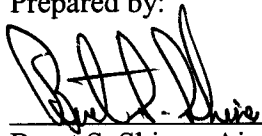
Adequately addressing the fumes issue, while remaining mindful of safety and operational feasibility, is a very complex topic. In an effort to gather positive ideas and input, Airport staff held a meeting with the Hayward FAA Air Traffic Control Manager (plus two additional FAA air traffic controllers), as well as four of the commercial aviation operators who maintain or hangar numerous jet aircraft at Hayward. After discussing background issues, the following concepts were thoroughly discussed (see referenced locations on the attached Exhibit A): A) relocating the holding position for departing jet and turbo-jet aircraft to the southside of the Airport; B) creating an 'interim' aircraft holding position on the northside of the airfield located further away from the end of the runway; C) informing pilots operating jet and turbo-prop aircraft to request their departure clearance time prior to engine start; D) informing pilots operating jet and turbo-prop aircraft to complete as much of their pre-flight check list as possible prior to taxiing; and E) reviewing the physical features of the noise berm and its surrounding landscaping.

All participants firmly conveyed to staff that relocating the holding position for jet and turbo-prop aircraft to the south side of Runway 28L would not be safe, operationally feasible nor an efficient solution. This alternative could increase the possibility that pilots would fail to meet their departure time—due to excessive taxiing on the airfield. Initially, there was some positive feedback respecting an ‘interim’ holding position for jet and turbo-prop aircraft further away from the end of the runway (while still remaining on the northside of the airfield). However, upon further review it was determined that Hayward would be prohibited from requiring taxiing aircraft to hold at a position on the “movement area” (any taxiway under the direction of FAA air traffic controllers) other than where standardized signs and markings are currently located. This alternative was therefore rejected. However, it was generally agreed that if operationally safe to do so, and with full prior communication and cooperation between participating pilots and FAA air traffic controllers, pilots could temporarily “pause” at a taxiway location further away from the designated holding position at the end of the runway.

It was also agreed that if pilots of jet and turbo-prop aircraft were informed to contact FAA for their departure clearance time prior to taxiing, this would be a safe and operationally feasible request. This procedure would enable air traffic controllers to suggest that pilots remain parked at their respective ramp when departure delays are anticipated. It was also agreed that pilots should simultaneously be informed to perform as much of their preflight check-list as possible prior to taxiing. When implemented by Staff, these two new measures could be effective in reducing the length of time aircraft hold at the end of Runway 28L while awaiting departure. Both of these changes will be implemented.

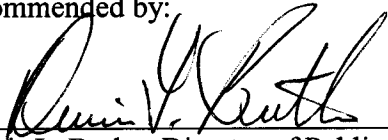
Constructing safe and effective modifications to the physical surroundings of the noise berm is another positive approach. The FAA has published an Advisory Circular (A/C) that provides airport landscaping guidance for similar instances. The information contained within the A/C summarizes numerous research findings which can be applied to the mitigation of jet fumes. This improvement would also provide the additional benefit of noise attenuation. Portions of the A/C address how combinations of landscape designs interact for noise and fume reduction benefits. Preliminary investigation by Airport staff indicates that landscaping modifications at the departure end of Runway 28L may reduce the effect of exhaust fumes from jets. Fortunately, there is vacant Airport property that would complement this type of landscaping improvement. Staff is currently doing further investigation on this alternative. Staff will report back to the Committee with the results of the investigation. Every effort will be made to report back at the July meeting.

Prepared by:



Brent S. Shiner, Airport Manager

Recommended by:



Dennis L. Butler, Director of Public Works

Approved by:



Jesús Armas, City Manager

Attachment: Exhibit "A"



## **CITY OF HAYWARD**

### **STAFF REPORT**

AGENDA DATE 04/28/05

AGENDA ITEM 3

**TO:** Council' s Airport Committee

**FROM:** Director of Public Works

**SUBJECT:** **Information Report on Helicopter Study Working Group**

#### **RECOMMENDATION:**

It is recommended that Council's Airport Committee review and comment on this report.

#### **DISCUSSION:**

To help reduce the impact of helicopter operations on residential areas near the Airport, the City entered into a professional services agreement with the aviation consulting firm of Coffman Associates. With cooperation and assistance from the City, Coffman Associates will work with members of the general public, helicopter operators and the FAA on adopting specific helicopter arrival/departure procedures, altitudes and flight tracks.

In early March, staff circulated written correspondence to all Hayward helicopter operators soliciting their participation in the *Hayward Airport Helicopter Study Working Group* ("Working Group"). Further, the City Clerk published an announcement in a local newspaper requesting general public participation. The City also broadcast solicitation for citizen's interest on the local access cable channel. As of the closing date, three members of the general public expressed an interest in serving on the Working Group. They are: Deanna Bouge, Thomas Bridge and James Perrizo. The Principal of Longwood Elementary School will also serve. Additionally, four Hayward helicopter operators expressed interest. They are: South Bay Helicopters (aerial photography, sightseeing and charter); National Helicopter Service (Channel 4 News & KGO Radio); a private helicopter owner; and the East Bay Regional Parks Police Helicopter Unit.

The February 8 Agenda Report presented to City Council recommended a Working Group membership of ten individuals. The Working Group will be comprised of four neighborhood representatives, four helicopter operator representatives, one City staff member and one FAA representative.



Coffman Associates advises that their first meeting with the Working Group will likely occur sometime in late May. Prior to this meeting, the consultant will spend considerable time gathering and interpreting helicopter operational activity currently taking place at the Hayward Executive Airport. The general public will be notified of the consultant's first public information meeting. This meeting will provide an overview of the Study process and to solicit input from the public with regards to helicopter noise and over-flight issues.

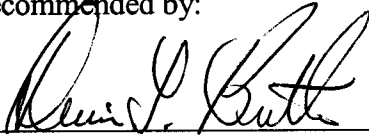
Prepared by:



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Brent S. Shiner, Airport Manager

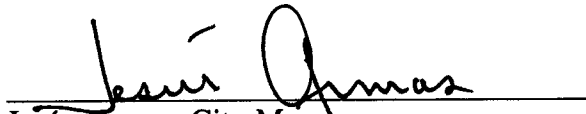
Recommended by:



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Dennis L. Butler, Director of Public Works

Approved by:



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Jesús Armas, City Manager



**CITY OF HAYWARD**  
**STAFF REPORT**

AGENDA DATE 04/28/05

AGENDA ITEM 4

**TO:** Council 's Airport Committee

**FROM:** Director of Public Works

**SUBJECT:** Flight Patterns of Major Bay Area Airports

**RECOMMENDATION:**

It is recommended that the Council's Airport Committee review and comment on this report.

**DISCUSSION:**

Due to the complexity of Bay Area FAA Air Traffic Control (ATC) operational procedures, staff has arranged for a presentation by an FAA representative at the April 28<sup>th</sup> Councils Airport Committee meeting. This presentation is intended to provide information on how ATC procedures in the Bay Area directly affect air traffic at Hayward. The FAA representative will be available immediately after the presentation to address any questions from the Committee and the public.

Prepared by:

A handwritten signature in black ink, appearing to read "Brent S. Shiner", written over a horizontal line.

Brent S. Shiner, Airport Manager

Recommended by:

A handwritten signature in black ink, appearing to read "Dennis L. Butler", written over a horizontal line.

Dennis L. Butler, Director of Public Works

Approved by:

A handwritten signature in black ink, appearing to read "Jesús Armas", written over a horizontal line.

Jesús Armas, City Manager